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BEFORE THE
SURFACE TRANSPORTATION BOARD

STB Docket No. 1043 (Sub-No. 1)

ENTERED
Office of Proceedings

APR 19 2010

Part of
Public Record

**MONTREAL, MAINE & ATLANTIC RAILWAY, LTD.
DISCONTINUANCE OF SERVICE AND ABANDONMENT
IN AROOSTOOK AND PENOBSCOT COUNTIES, MAINE**

NOTICE OF INTENT TO PARTICIPATE IN MAY 10, 2010, PUBLIC HEARING
REGARDING DISCONTINUANCE OF SERVICE AND ABANDONMENT

Rodney K. Leach, Manager of Supply Chain
and Facilities Management
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Dated: April 16, 2010

**MONTREAL, MAINE & ATLANTIC RAILWAY, LTD.
DISCONTINUANCE OF SERVICE AND ABANDONMENT
IN AROOSTOOK AND PENOBSCOT COUNTIES, ME**

STB Docket No. AB-1043 (Sub-No. 1)

On February 25, 2010, Montreal, Maine & Atlantic Railway, Ltd. (MM&A) filed with the Board an application for permission to abandon 233 miles of track in northern Aroostook and Penobscot Counties, Maine. According to the release posted April 9, 2010, to the Surface Transportation Board website, notice of participation concerning the proposed discontinuance of service and abandonment are to be filed no later than April 19, 2010.

(1) **Maine Public Service Company** supports continued and improved rail service in Northern Maine. (2) **Rodney K. Leach**, Manager of Supply Chain and Facilities Management, Maine Public Service Company, wishes to address the Board for (3) **approximately five minutes** at the Monday, May 10, 2010, public hearing, beginning at 9:00 a.m., at the District Court House located at 27 Riverside Drive, Presque Isle, Maine.

Maine Public Service is the electric utility serving most of the geographical area north of Millinocket. Our service territory is rural and we strive to provide service in a cost effective manner which includes the delivery of most of our utility pole needs via rail service. With this in mind, we asked our current pole supplier to provide us with any increased annual pricing should we lose rail and require all deliveries by truck. Their response was our direct costs would increase by \$65,000 annually. This represents an increase in our pole pricing of over 20% and we view this as significant. This amount is a direct cost increase to us; and we are certain other vendors and suppliers would incur costs which we would see indirectly if rail service is discontinued. Preserving and improving freight rail service within Northern Maine is critical for this region to stay competitive.

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E-FILING: Surface Transportation Board
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395 E Street, S. W.
Washington, DC 20423-0001